

had this crazy idea, and I want to see if anyone else out there is willing to discuss this with me because every time I have discussed this, I look up and the room is running toward the exit.

If you are a publicly traded corporation, you must actually, now, according to the SEC and the Democrats, you have to disclose global warming or whatever we call it today—we call it climate change—and the stresses that could put on your book of business.

Okay, fine. Disclose it. Should you have to also disclose the fact that over the next 24 years, your corporate taxes will double?

What does that mean to your investment portfolios? What does that mean to your long-term capital outlook? What does that mean to your corporate risk?

We are talking about, hey, shareholders deserve to have all sorts of disclosures, environmental climate change. Fine. Should there also have to be disclosures that explain what U.S. fiscal policy means to the future investments of that company? Why isn't it fair?

Why does the left get to have climate change forced on corporations' disclosures? Which I think, fine. I am not going to fight that.

Why shouldn't they also have to disclose the actual math that the Congressional Budget Office has put out, that their taxes will double over the next 24 years? Why isn't that a disclosable item?

It is worth thinking about. Fair is fair. If you want investors to know what the risks are of their investments—it is like the brain trust here.

I am going to go buy a 30-year bond. Understand, by the time you get the final day of that bond, your taxes have doubled. What rate of return do you actually need?

This is reality. It is math. Even confiscating—

Now, let's get this one straight because I keep getting leftist—excuse me—my Democratic colleagues who come and say well, rich people just need to pay more. Okay. Let's just pretend that is the way it works.

Even confiscating all income over \$500,000 would fail to eliminate the Fiscal Year 2024 budget deficit. Get the punch line with me right now.

This is the fiscal budget we are working on right now, and remember, in a decade that number is doubled. We are going to go from about a trillion and a half borrowing here to the end of the decade, investment number was like 2.7, \$2.8 trillion of borrowing.

Just the budget we are working on right now, if we took—hey, you make \$500,001, we get that dollar. We take every single dime of people over \$500,000. You don't even get near paying off the deficit. You get it?

Yet, I promise you, tomorrow, I will have Members of the other side who are going to walk behind these microphones and just say, if we just taxed rich people more we would be fine.

It is not the math. I have come here multiple times and showed the entire list if you confiscated every dime of the wealthy, yeah, you would get another year or two paid off on the borrowing, and then boom, it is all back.

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It is demographics. Unless we as a nation have a revolution—excuse me. Is “disruption” too uncomfortable a word for so many people? How about an alternative way to change the price of delivering healthcare to our brothers and sisters? That is three-quarters of all the debt over the next 30 years.

If we can do that, if we could have a disruption in the cost of healthcare—and it is not tomorrow; it is over the next decade—you are not going to pay off the debt, but what you do is stabilize the size of the economy and the size of the borrowing. The problem right now is the debt grows dramatically faster than the growth of the economy. That is what crushes you.

I am going to end on something I am incredibly optimistic on. I have been mocked for talking about this, but it looks like it is heading toward its phase 1. There is a company out there. They have been chasing this for like 15 years. Stunning amounts of money and efforts have been put into it. They just got permission to start the next phase of a phase 1 trial.

The punch line here is that this is joyful; this is optimistic; and it is moral. It also would do amazing things for U.S. debt and actually for the entire world.

The concept here is a type of stem cell that has been tagged, I guess, with CRISPR. I am not a synthetic biologist. This is not my specialty, but I am fascinated by it. Because of the way they tagged it, you can get a stem cell treatment that gets your body to start producing islet cells, start producing insulin again, and you don't need antirejection drugs. It would be universal.

There is this concept I have been reading about for a decade called a bio-foundry. Yes, I am geeking out, but this is important. It turns out “for every complex problem, there is a simple solution” is absolutely wrong. It is a complex solution that if we would actually do everything over the next decade to knock down prediabetic populations and then work with our brothers and sisters that have it with the offer that, in the decade, if you improve your healthy lifestyle, we might get your body producing insulin again.

Could you imagine the economic benefit, the crushing of income inequality to poor families that actually have someone who is severely diabetic and who is losing their feet or their eyesight? What is the morality for my Tribal communities in Arizona?

Also, it is the single biggest thing you could do for U.S. sovereign debt.

Yes, this is just the beginning of the next phase of a phase 1 trial. Maybe it doesn't work. There have been so many

heartbreaks on this over the last couple of decades, but so far, the early data to get to this point is they have been given the green light about 5 days ago to start.

This is the type of things we as Members of Congress, on the left and the right, should be bringing to people saying: Is this a path? How do we help it? How do we do it safely?

We need to be starting to think through what if it works. What have we done to change the way we deliver nutrition in this country? What have we done technology-wise? That watch, the things you can wear on your body that help you understand your blood glucose, what could we do to actually—I am going to screw up the proper name, but these new pharmaceuticals that help some people suppress their appetite. Apparently, they are safe, and apparently, they come off patent very soon.

What could we do to say if this works, maybe by the end of the decade, we have a societal agreement that this is a deal because it would make the population so much healthier?

Yes, there are dozens of ideas like this, but it is an example. It doesn't all have to be dystopian misery around here. What is the chance we are going to hold a single hearing or have a single conversation around here about something that is actually a potential solution? Or do we just continue to say the debt's going to bury us, so let's just keep spending because that is what gets us reelected, and God forbid that we tell our voters the truth?

Mr. Speaker pro tempore, I am going to yield back because if I keep going, I might hurt someone's feelings, and we wouldn't want to do that.

Mr. Speaker, I yield back the balance of my time.

JOINT RESOLUTION PRESENTED TO THE PRESIDENT

Cheryl L. Johnson, Clerk of the House, reported that on March 15, 2023, the following joint resolution was presented to the President of the United States for approval:

H.J. Res. 26.—Disapproving the action of the District of Columbia Council in approving the Revised Criminal Code Act of 2022.

ADJOURNMENT

Mr. SCHWEIKERT. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 9 o'clock and 15 minutes p.m.), the House adjourned until tomorrow, Friday, March 24, 2023, at 9 a.m.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

EC-602. A letter from the Management and Program Analyst, FAA, Department of

Transportation, transmitting the Department's final rule — Airworthiness Directives; Embraer S.A. (Type Certificate Previously Held by Yabora Industria Aeronautica S.A.; Embraer S.A.) Airplanes [Docket No.: FAA-2022-1243; Project Identifier MCAI-2022-00674-T; Amendment 39-22344; AD 2023-03-19] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-603. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Fokker Services B.V. Airplanes [Docket No.: FAA-2023-0168; Project Identifier MCAI-2022-00553-T; Amendment 39-22350; AD 2023-04-03] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-604. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Gulfstream Aerospace LP Airplanes [Docket No.: FAA-2022-1253; Project Identifier MCAI-2022-00698-T; Amendment 39-22349; AD 2023-04-02] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-605. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; DG Flugzeugbau GmbH and Schempp-Hirth Flugzeugbau GmbH Gliders [Docket No.: FAA-2022-1406; Project Identifier MCAI-2022-00590-G; Amendment 39-22347; AD 2023-03-22] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-606. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Schempp-Hirth Flugzeugbau GmbH Gliders [Docket No.: FAA-2022-1484; Project Identifier MCAI-2022-00897-G; Amendment 39-22339; AD 2023-03-14] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-607. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: FAA-2023-0174; Project Identifier MCAI-2023-00063-T; Amendment 39-22359; AD 2023-04-12] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-608. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; BAE Systems (Operations) Limited Airplanes [Docket No.: FAA-2022-1152; Project Identifier MCAI-2022-00260-T; Amendment 39-22323; AD 2023-02-16] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-609. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Direc-

tives; ATR-GIE Avions de Transport Regional Airplanes [Docket No.: FAA-2022-1245; Project Identifier MCAI-2022-00503-T; Amendment 39-22334; AD 2023-03-09] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-610. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bombardier, Inc., Airplanes [Docket No.: FAA-2022-1480; Project Identifier MCAI-2022-00548-T; Amendment 39-22343; AD 2023-03-18] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-611. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bombardier, Inc., Airplanes [Docket No.: FAA-2022-1485; Project Identifier MCAI-2022-00522-T; Amendment 39-22333; AD 2023-03-08] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-612. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Dassault Aviation Airplanes [Docket No.: FAA-2022-1297; Project Identifier MCAI-2022-00570-T; Amendment 39-22336; AD 2023-03-11] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-613. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Continental Aerospace Technologies, Inc. Reciprocating Engines [Docket No.: FAA-2023-0172; Project Identifier AD-2023-00265-E; Amendment 39-22355; AD 2023-04-08] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-614. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: FAA-2022-1577; Project Identifier MCAI-2022-00860-T; Amendment 39-22330; AD 2023-03-05] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-615. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: FAA-2022-1407; Project Identifier MCAI-2022-01043-T; Amendment 39-22321; AD 2023-02-14] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-616. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: FAA-2022-1408; Project Identifier MCAI-2022-00857-T; Amendment 39-22325; AD 2023-02-18] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-617. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; GE Aviation Czech s.r.o. (Type Certificate Previously Held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.) Turbo-prop Engines [Docket No.: FAA-2022-1302; Project Identifier MCAI-2022-00062-E; Amendment 39-22301; AD 2023-01-07] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-618. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2022-0810; Project Identifier 2021-01238-T; Amendment 39-22329; AD 2023-03-04] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-619. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Leonardo S.p.a. Helicopters [Docket No.: FAA-2022-1419; Project Identifier MCAI-2022-01002-R; Amendment 39-22328; AD 2023-03-03] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-620. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Pratt & Whitney Canada Corp. Turbo-prop Engines [Docket No.: FAA-2022-1477; Project Identifier MCAI-2022-00632-E; Amendment 39-22327; AD 2023-03-02] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-621. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: FAA-2022-1487; Project Identifier MCAI-2022-00688-T; Amendment 39-22332; AD 2023-03-07] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-622. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 31472; Amdt. No. 4047] received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-623. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 31473; Amdt. No. 4048] received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-624. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters [Docket No.: FAA-2022-1490; Project Identifier MCAI-2022-001177-

R; Amendment 39-22338; AD 2023-03-13] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-625. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Establishment of Class D Airspace and Amendment of Class E Airspace; Selma, AL [Docket No.: FAA-2022-0922; Airspace Docket No.: 22-ASO-15] (RIN: 2120-AA66) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-626. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bombardier, Inc., Airplanes [Docket No.: FAA-2023-0161; Project Identifier MCAI-2022-01434-T; Amendment 39-22331; AD 2023-03-06] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-627. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Pratt & Whitney Canada Corp. Turbofan Engines [Docket No.: FAA-2022-1478; Project Identifier MCAI-2022-00668-E; Amendment 39-22337; AD 2023-03-12] (RIN: 2120-AA64) received March 14, 2023, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 1155. A bill to prohibit the phase out of gasoline and prevent higher prices for consumers, and for other purposes (Rept. 118-13). Referred to the Committee of the Whole House on the state of the Union.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 1158. A bill to amend the Toxic Substances Control Act with respect to new critical energy resources, and for other purposes (Rept. 118-14). Referred to the Committee of the Whole House on the state of the Union.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 1141. A bill to repeal the natural gas tax (Rept. 118-15). Referred to the Committee of the Whole House on the state of the Union.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 1140. A bill to authorize the Administrator of the Environmental Protection Agency to waive application of certain requirements with respect to processing and refining a critical energy resource at a critical energy resource facility, and for other purposes (Rept. 118-16). Referred to the Committee of the Whole House on the state of the Union.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 1131. A bill to require the Administrator of the Environmental Protection Agency to authorize the use of flexible air permitting with respect to certain critical energy resource facilities, and for other purposes (Rept. 118-17). Referred to the Committee of the Whole House on the state of the Union.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 1130. A bill to repeal restrictions on the export and import of natural gas; with an amendment (Rept. 118-18). Referred to the Committee of the Whole House on the state of the Union.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 1121. A bill to prohibit a moratorium on the use of hydraulic fracturing (Rept. 118-19 Pt. 1). Ordered to be printed.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 1085. A bill to require the Secretary of Energy to direct the National Petroleum Council to issue a report with respect to petrochemical refineries in the United States, and for other purposes (Rept. 118-20). Referred to the Committee of the Whole House on the state of the Union.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 1070. A bill to amend the Solid Waste Disposal Act to provide the owner or operator of a critical energy resource facility an interim permit under subtitle C that is subject to final approval by the Administrator of the Environmental Protection Agency, and for other purposes; with an amendment (Rept. 118-21). Referred to the Committee of the Whole House on the state of the Union.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 1068. A bill to amend the Department of Energy Organization Act to secure the supply of critical energy resources, including critical minerals and other materials, and for other purposes; with an amendment (Rept. 118-22). Referred to the Committee of the Whole House on the state of the Union.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 1115. A bill to provide for Federal and State agency coordination in the approval of certain authorizations under the Natural Gas Act, and for other purposes; with an amendment (Rept. 118-23). Referred to the Committee of the Whole House on the state of the Union.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 1058. A bill to establish a more uniform, transparent, and modern process to authorize the construction, connection, operation, and maintenance of international border-crossing facilities for the import and export of oil and natural gas and the transmission of electricity; with an amendment (Rept. 118-24 Pt. 1). Referred to the Committee of the Whole House on the state of the Union.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. House Concurrent Resolution 14. A resolution expressing disapproval of the revocation by President Biden of the Presidential permit for the Keystone XL pipeline (Rept. 118-25 Pt. 1). Referred to the Committee of the Whole House on the state of the Union.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 1023. A bill to repeal section 134 of the Clean Air Act, relating to the greenhouse gas reduction fund (Rept. 118-26). Referred to the Committee of the Whole House on the state of the Union.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. House Concurrent Resolution 17. A resolution expressing the sense of Congress that the Federal Government should not impose any restrictions on the export of crude oil or other petroleum products; with an amendment (Rept. 118-27). Referred to the House Calendar.

Mr. WESTERMAN: Committee on Natural Resources. H.R. 1335. A bill to restart on-shore and offshore oil, gas, and coal leasing, streamline permitting for energy infrastructure, ensure transparency in energy development on Federal lands, and for other purposes; with an amendment (Rept. 118-28 Pt. 1). Referred to the Committee of the Whole House on the state of the Union.

DISCHARGE OF COMMITTEE

Pursuant to clause 2 of rule XIII, the Committees on Transportation and Infrastructure and Natural Resources discharged from further consideration. H.R. 1058 referred to the Committee of the Whole House on the state of the Union.

Pursuant to clause 2 of rule XIII, the Committee on Agriculture and the Budget discharged from further consideration. H.R. 1335 referred to the Committee of the Whole House on the state of the Union.

PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XII, public bills and resolutions of the following titles were introduced and severally referred, as follows:

By Mr. OWENS:

H.R. 1733. A bill to establish an alternative use of certain Federal education funds when in-person instruction is not available; to the Committee on Education and the Workforce.

By Mr. COLLINS (for himself, Mr.

CARAVEO, Mr. LUCAS, Ms. LOFGREN, Mr. CRAWFORD, Mrs. FOUSHEE, Mr. OBERNOLTE, Mrs. MCCLELLAN, Mr. KEAN of New Jersey, Ms. ROSS, Mr. MIKE GARCIA of California, Mr. MULLIN, Ms. TENNEY, Mr. SORESENSEN, Mr. WILLIAMS of New York, Mr. TRONE, Mr. WEBER of Texas, Mr. BABIN, and Mr. STRONG):

H.R. 1734. A bill to require coordinated National Institute of Standards and Technology science and research activities regarding illicit drugs containing xylazine, novel synthetic opioids, and other substances of concern, and for other purposes; to the Committee on Science, Space, and Technology.

By Ms. HOULAHAN (for herself and Mr. BAIRD):

H.R. 1735. A bill to coordinate Federal research and development efforts focused on modernizing mathematics in STEM education through mathematical and statistical modeling, including data-driven and computational thinking, problem, project, and performance-based learning and assessment, interdisciplinary exploration, and career connections, and for other purposes; to the Committee on Science, Space, and Technology.

By Mr. SANTOS:

H.R. 1736. A bill to prohibit the availability of funds to provide assistance to foreign countries that criminalize or discriminate based on sexual orientation, and for other purposes; to the Committee on Foreign Affairs.

By Mr. KIM of New Jersey (for himself, Mr. CAREY, Mr. FITZPATRICK, Mr. MOLINARO, and Ms. PEREZ):

H.R. 1737. A bill to direct the Secretary of Health and Human Services to establish the Emergency Medical Services (EMS) Grant Program through which the Secretary may make grants to qualified applicants, and for other purposes; to the Committee on Energy and Commerce.

By Mr. AMODEI:

H.R. 1738. A bill to amend the Omnibus Public Land Management Act of 2009 to make a technical correction to the water rights settlement for the Shoshone-Paiute Tribes of the Duck Valley Reservation, and for other purposes; to the Committee on Natural Resources.

By Mrs. BICE (for herself, Mrs. MCCLAIN, Mr. LAMBORN, and Mr. STAUBER):

H.R. 1739. A bill to amend the Higher Education Act of 1965 to strengthen the disclosure requirements for institutions of higher